

**AMENDMENTS TO THE SPECIFICATION**

Please replace the paragraph beginning on page 13, line 11, with the following rewritten paragraph:

Since the torque transmission ratio of the clutch 10 is less than 100% in the above described type of lower rotational speed region, accordingly the rotational speed of the output shaft 12 of the clutch 10, in other words the input rotational speed of the torque converter 2, is lower than the rotational speed of the input shaft ~~[[12]]~~ 11 of the clutch 10, in other words than the engine rotational speed. Due to this, as shown by the broken line e in Fig. 5, the input torque to the torque converter 2 is smaller than the absorption torque of the engine rotational speed torque converter 2 shown by the solid line d. For example, when the engine rotational speed is N, the difference B between the output torque of the engine 1 and the input torque of the torque converter 2 is greater than the difference A between the output torque of the engine 1 and the torque absorbed by the torque converter 2 which corresponds to the engine rotational speed N. In other words, as compared to the case when the torque transmission ratio is 100%, the spare torque available for accelerating the engine is greater by the amount of the torque differential B-A. Accordingly, the acceleration performance of the engine 1 is enhanced in the lower rotational speed region of the engine, and a shortening of the acceleration time away from rest, or of the cycle time for working such as loading or the like, may be anticipated.